

THE BLOOMFIELD CITIZEN

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IN THE CURRENT NUMBER.

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By the rules of *The Citizen* all communications, reputedly signed and properly expressed, are entitled to fair treatment. That upon the Fire Department, which we print this week, raises questions which are of real importance. But at present we are not to be understood as endorsing anything which involves those legal points where our information is as yet incomplete. Our readers must judge for themselves, and we shall do our best to develop all the facts.

OUR editorials of last week have gone to the centre. We print in the present number of *The Citizen* the reply of Mr. H. A. Chittenden to our suggestion for further light on the discussion of "Signs in the Heavens." We also print the criticism of Mr. E. J. Whitehead upon our view of "The Business Outlook." It is for our readers to judge of the worth of the opinions which are thus expressed. For our own part we consider that our editorials have aroused such responses, and are consequently glad to get them. We have published our own views, and are willing to let others—within proper limits—publish theirs.

THE PROBLEM OF POVERTY.

Under the above caption the New York *Observer* tells some wholesome truth. Its logic is that the grand reason for poverty is not sickness, or accidents, nor yet intemperance or extravagance, but laziness, and that this laziness tends directly to crime. As a remedy, it proposes the teaching of trades in connection with the common school system. That much of the philanthropy displayed by Christian people is worse than wasted has long been evident to intelligent observers. The recent movement in New York for the formation of a charitable organization, whose work shall extend over the whole city, and be systematic and thorough, is the outgrowth of many previous attempts to prevent fraud upon the part of applicants for relief. There is a large proportion of the poor, especially in the cities, to whom a charitable contribution is a premium upon laziness. For the tramp, the demagogue, the hanger-on at groceries, and the professional beggar, we have little sympathy. Their occupation will cease, when there are fewer fools to support them. Nor is the school, with or without trades, any remedy for this trouble. The stone hammer and the cell are better instruments of reform.

Yet the teaching of trades is so important that we hail with satisfaction the growth of a healthy sentiment in its favor. The prejudice against manual labor is destructive of morals and injurious to the future prospects of American children. Even to those who have the professions in view, a trade will be found a valuable help in dull times or when sickness prevents active mental labor. Among the Jews every child was formerly taught a trade, and among the negroes of the South the teaching of trades has been introduced with signal benefit.

But to the average workman and his children, such teaching is of no practical importance as a preventive of poverty. From earliest childhood they are taught to labor. They have none of the American prejudice against the trades, and do not hesitate to leave school at any early age to take advantage of any fair opportunity to add to the resources of the family. For them the best school is the bench or the anvil.

Speaking with the experience of many years among workmen, we should say that the grand reason of the poverty which exists in the average country village is not due to laziness, but rather to the second class of reasons, viz.—extravagance and intemperance, which in case of sickness or accident cause much suffering. The average workman with a family consumes within any specified time the entire return from his labor. So true is this, that those whose savings have been invested in banks or real-estate are the exception, not the rule. When sickness comes, or accident, or the closing of mills

shuts off the regular income, suffering is inevitable. There is no resource; and an application to the Overseer of the Poor follows as a matter of course.

To these reasons, an additional one should be specified, the money invested in Unions and strikes—no small portion of the earnings of the better class of workmen. The remedy for such a state of affairs is not the teaching of trades, but some greater inducement to save the wages now received. To some extent this inducement is already supplied in our own country by the savings banks, and in England by the postal savings system. But all such methods have serious drawbacks. The possession of any sum of money is to the workman a serious temptation to extravagance, or wild speculation, when some peculiarly striking offer is presented.

On the other hand, money invested in Unions seldom brings any adequate return. Too much is consumed in the support of the loud-tongued and lazy demagogues by whom they are offered, while the advantages gained from strikes are more imaginary than real. In the end, Capital always protects, and always will protect itself from harm, while the slight advances made are more than counterbalanced by loss of time and the enmity of employers.

There is, however, a form of savings which has seldom failed of good results. The man who starts when young in life to build himself a home, will generally succeed, while the enforced economy and steady effort will add to the happiness of the household. Under present circumstances many of our own workmen have already succeeded in building and paying for a house and lot before reaching middle life. Were better chances given, many more would make the effort. Let some strong capitalist build such houses, not to let, but to sell upon installments, and charging only a reasonable return for the money invested; and he will offer the best inducement to workmen for industry and sobriety, while at the same time adding to the well-being of the town. Less liquor will be drunk, fewer contributions will be made to Unions and much of the extravagance of the workmen will be stopped, while the happiness of the home will be advanced. In case of sickness or death, or loss of any kind, there will still be the home, the reward of industry, and the barrier to poverty and want.

THE GOVERNOR'S INAUGURAL ADDRESS.

The inaugural address of Gov. Abbott was delivered to the members of the Legislature and an assembled audience, at Trenton, on Tuesday.

The address, which is quite long, and is confined to the affairs of this State, cannot, we think, take high rank as a State paper. In dealing with the question of taxation he says: "Our laws demand immediate and radical reform. They impose unequal burdens. The only true rule in taxation is equality. All property should bear its equal share of the public burdens."

These short and crisp sentences are very familiar to us, and every taxpayer will cheerfully agree to their truthfulness, but the address will be read in vain if it is expected to find any practical suggestion as to how the reform is to be accomplished. It will be difficult to find anything in the record of Mr. Abbott, as Senator, which will show that he ever made an effort to procure a law whereby "All property should bear its equal share of the public burdens."

The Governor makes a show of assailing the corporations, but it is amusing to notice that the point he dwells most upon, the irreparable contract in regard to taxation, has been decided by the United States Supreme Court in favor of the railroads and against the State. The remedy proposed of purchasing from the railroad companies the privilege of taxing them is too absurd to be seriously considered.

The evils of the present method of legislation for cities are plainly and strongly stated, but unfortunately, they are in the Constitution of the State and cannot be changed by the legislature. The objections to the present Constitution are numerous and ought to be corrected; but the Governor does not advise a bill creating a Constitutional Convention, though such a bill has been before the legislature annually for several years.

Economy is urged in the expenditure of State funds, and the recommendations of Governor Ludlow in the matter of increasing the revenue of the State are repeated.

We do not look for any beneficial legislation to result from the first message of Governor Abbott.

REDUCED FARES AND RAPID TRANSIT.

The distance from Bloomfield to New York City is to put it roughly, about eleven miles. The running time of trains (including ferriage), is about forty-five minutes. One or two make the distance inside of that limit—the "Express" does it in forty-two—but the majority of the trains leave a good deal of trouser-leg trodden down at the heel.

Newark people, and notably the Rose-villians, are now agitating the question of quicker time and cheaper rates. It is invariably true that these things together build up a place. And the experience of New York City is such as to prove, beyond debate, the proposition that speed and low rates of fare draw people out of the city into the suburbs.

We are especially interested in making a plea for "transient travellers"—as distinguished from "commuters." Our railroads appear to favor the latter class and

to "take it out" of the former whenever they can. But there is no reason why strip or package tickets—as a correspondent of the *Newark Daily Advertiser* suggests—should not be sold to "transients" at some correspondingly moderate figure. The schedule of "Vox Populi," to which we allude, calls for "round trip tickets, good either way, and until used." He would charge \$1.50 for 10 between Newark and New York. He would ask \$2.00 for similar tickets between New York and East Orange, Arlington Avenue, Watsessing, or Bloomfield. He would increase the rate to \$2.50 for Brick Church, Orange, or Montclair.

At present a round trip ticket to New York from Bloomfield costs fifty cents; or over twice as much as his schedule proposes. "Vox Populi" adds to his rates, however, five cents above the "strip" rate for "single" tickets. This matter will bear attention. The two railroads which compete for the travel of this population may well consider it carefully. If—as is claimed on good authority—the Broadway stages make more money at five cent fares than at the old ten cent rate; and if the Elevated R. R. commission hours are an undoubted source of income to the roads themselves and to the suburban districts to the north, it follows that the same thing can be accomplished in this region.

We advocate this as a measure in which Montclair, the Oranges, Roseville and ourselves have an equal stake with Newark. A combined movement by the journals which represent the outspread, yet homogeneous, population will do very much to effect a favorable result.

SPECIAL NOTICES.

Hold the Bridegroom; go Ye out to Meet Him.

A little pamphlet of 98 pages, thought by many to be one of the most concise and plain statements of the Scriptures, showing that the event we expect at any moment. A thousand passages of Scripture, from the "Much Misunderstood" from Prophets and Apostles; and the promise of the House of David, might be quoted to show that the 2d advent has been their great theme, since the world began. Can we afford to neglect it? Price, post paid, 10 cents; or free. Address the author, Montclair, N. J., H. A. CHITTENDEN.

Notice.

Such residents of Bloomfield as believe women are capable of self-government and would like to sign a petition to our Assembly asking for an acknowledgment of the political rights of the women of N. J., can have the opportunity of doing so until Jan. 20, by addressing
P. O. Box 225 Bloomfield, N. J.

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TIME TABLES.

Carefully corrected up to date.
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TO NEW YORK.

Leave Montclair—6:03, 7:15, 7:55, 8:28, 9:15, 10:35, 11:35 a.m., 12:50, 1:40, 3:30, 4:45, 5:25, 6:10, 6:57, 8:15, 9:40, 11:05 p.m.
Leave Bloomfield—6:08, 7:19, 7:59, 8:32, 9:19, 10:39, 11:39 a.m., 12:56, 1:46, 3:36, 4:49, 5:29, 6:15, 7:05, 8:20, 9:45, 11:10 p.m.
Arrive Newark—6:23, 7:30, 8:10, 9:30, 10:50, 11:50 a.m., 1:08, 1:58, 3:47, 5:00, 5:40, 6:28, 7:26, 8:37, 10:08, 11:22 p.m.
Arrive New York—6:50, 8:00, 8:40, 9:10, 10:00, 11:20 a.m., 12:20, 1:40, 3:30, 4:20, 5:30, 6:10, 7:10, 7:55, 9:10, 10:40, 11:55 p.m.

FROM NEW YORK.

Leave New York—6:30, 7:20, 8:10, 9:30, 10:30, 11:20 a.m., 12:40, 2:10, 3:40, 4:20, 5:30, 6:20, 7:10, 8:30, 10:00, 11:15 p.m.
Leave Newark—6:40, 7:15, 7:58, 8:43, 10:03, 11:03, 11:53 a.m., 1:13, 2:44, 4:13, 5:26, 6:03, 6:53, 7:43, 9:03, 10:38, 11:53 p.m.
Arrive Bloomfield—6:51, 7:26, 8:09, 9:55, 10:15, 11:15 a.m., 12:05, 1:24, 2:55, 4:24, 5:04, 5:57, 6:15, 7:05, 8:40, 9:14, 10:50 p.m., 12:06 a.m.
*Indicates that train does not stop at Newark.

NEW YORK AND GREENWOOD LAKE R. R.

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TO NEW YORK.

Leave Upper Montclair—5:28, 6:57, 7:49, 8:47, 10:47 a.m., 1:26, 4:45, 5:42, 6:50, 7:58 p.m.
Leave Montclair—5:38, 7:07, 7:55, 8:53, 10:52 a.m., 1:34, 3:47, 4:50, 6:55, 7:50, 8:57 p.m.
Leave Bloomfield—5:38, 7:06, 7:59, 8:57, 10:56 a.m., 1:40, 3:51, 4:54, 6:58, 7:55, 8:53, 10:52 a.m., 1:40, 3:51, 4:54, 6:58, 7:55, 8:53, 10:52 a.m.

FROM NEW YORK.

Leave New York—6:30, 8:30, 12:00 a.m., 3:40, 4:40, 5:40, 6:20, 8:00 p.m. Leaves 23d Street 15 minutes earlier.
Arrive Bloomfield—6:49, 9:21 a.m., 12:43, 4:19, 5:24, 6:20, 7:05, 8:39 p.m.
Arrive Montclair—7:02, 9:25 a.m., 12:49, 4:29, 5:29, 6:25, 7:11, 8:46 p.m.
Arrive Upper Montclair—7:06, 9:29 a.m., 12:53, 4:28, 5:33, 6:31, 7:16, 8:50 p.m.

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